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CENTRAL INTELLIGENCE AGENCY

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S E C R E T

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COUNTRY USSR (Black Sea)**REPORT****SUBJECT** Observations in the Ports of Tuapse and Poti**DATE DISTR.** 21 April 1960**NO. PAGES** 1**REFERENCES**

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DATE OF INFO.**PLACE & DATE ACQ**

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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two reports on observations in Tuapse and Poti

Att. No. Subject

1.

observations in Poti including: port controls; surveillance of foreign sailors; rumored expansion of port facilities; sightings of minor naval craft; and sighting of a possible T-43-class minesweeper with an unusually large radar dish. Also included is a rough profile sketch of the minesweeper.

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2.

observations in Tuapse including: radar and gun installations on the nearby coastline; port controls; types of cargo loaded and unloaded at different piers and areas of the harbor; and sightings of foreign and Soviet merchant vessels.

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Page Denied

Next 4 Page(s) In Document Denied

Att. 2

SECRET

TUAPSE

Large radar sets are installed on Cape KODOSH, landfall for ships proceeding to TUAPSE. The radar sets are visible even though they are installed in the middle of woods covering the promontory.

Gun batteries served by the radar sets are reportedly also installed on Cape KODOSH.

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There is a marker buoy west of the outer reef.

There were Russian

freighters in the port to take on cargoes of crude or refined oil. There were also small passenger vessels for coastal traffic.

Traveling in this area is done mostly by sea, in view of the difficulty of land communications.

Traffic in the port of TUAPSE is constantly increasing. TUAPSE exports crude oil and refined products as well as iron and steel products and machine tools. Traffic is so heavy that ships almost always have to lie in the roadstead for 2 or 3 days before approaching the piers. Labor in the port is continuous.

The port and the immediate vicinity are strongly guarded day and night. During the night, searchlights sweep the port and the neighboring coast to check every movement of both large and small craft. Motorboats constantly patrol the port area and the neighboring waters.

The eastern part of the port seems to be a real naval base, especially for light craft.

- 4 -

SECRET

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The western part of the port is chiefly used for passenger traffic. The large pier immediately east of this is used predominantly for working of dry cargo (almost exclusively loading) and [only] secondarily for passenger traffic (at the head of the pier). The third pier is used exclusively for the loading of petroleum.

The quay west of the passenger pier is normally used for ships under repair. Some of the ships under repair would no longer be usable in other countries. However, they are kept up by the crew and continual repairs.

Behind this quay there are small workshops for ship repair.

Along this quay and seaward from the head of the passenger pier, a floating dock for ships up to 12,000 tons is moored.

Pier No 2, which has numerous railroad tracks, was recently equipped with cranes of varying capacity and elevators for the heavy lifting.

The steel products loaded by the freighter were brought to TUAPSE from the interior in railroad cars. There is no indication that there are any steel plants in the vicinity of TUAPSE.

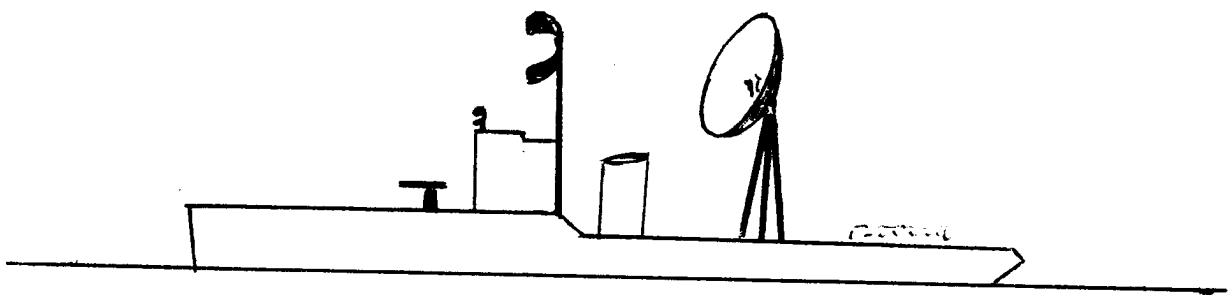
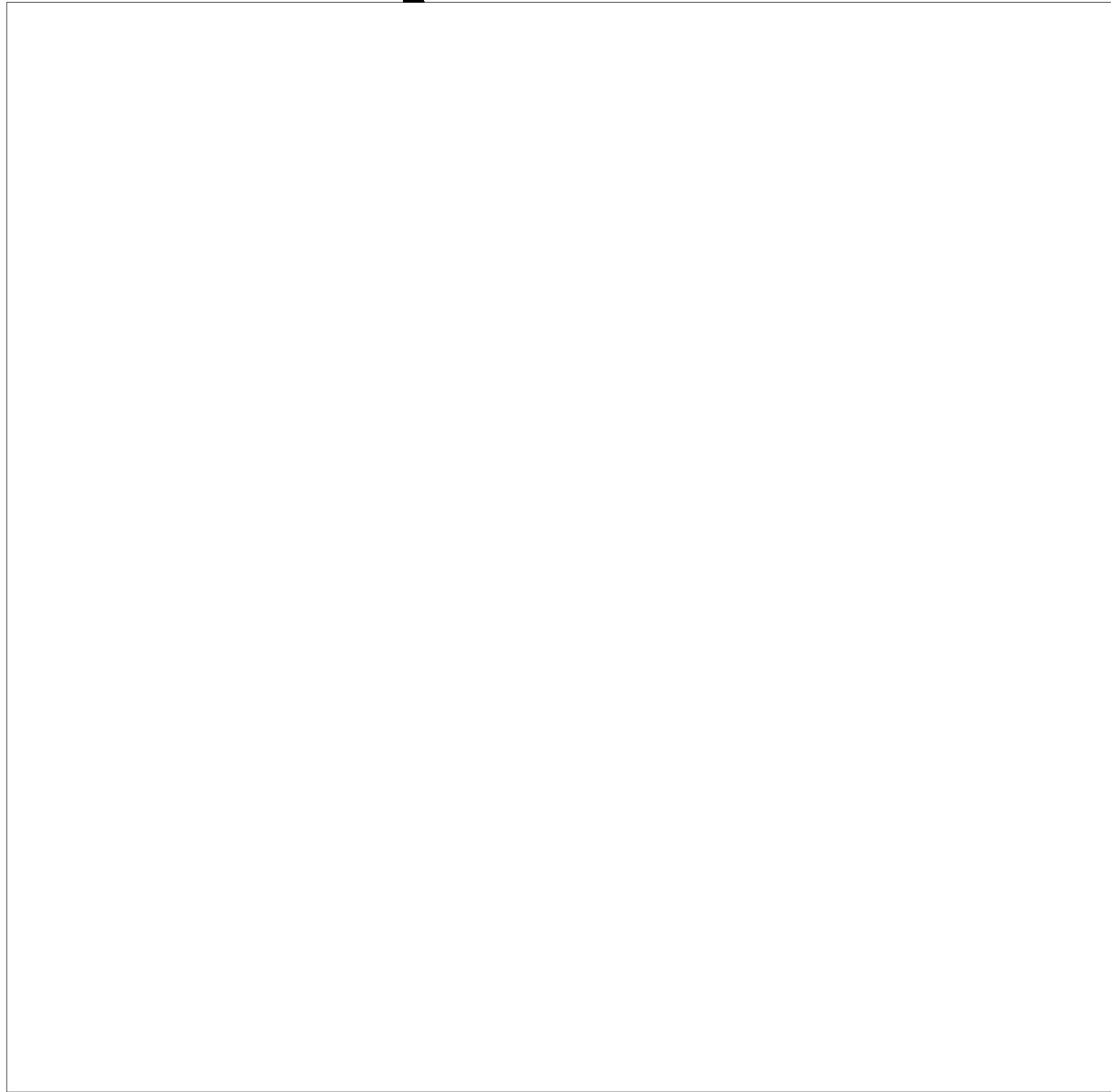
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The crew members of every ship arriving in TUAPSE are invited to the International Club.

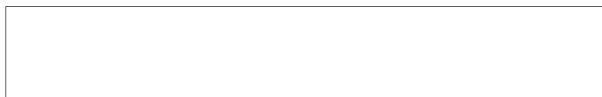
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Next 1 Page(s) In Document Denied

- 3 - SECRET



SECRET



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2. Surveillance in the city

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During repeated passages through the customs gates

each occasion the soldier on duty made a phone call to someone as soon as he had checked the documents of those who were going out, or received a phone call just before the appearance at the gate of sailors who were returning to port.

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All this might confirm what was suspected -- that the movements of foreign sailors in the city are watched and reported by telephone from one guard post to another.

- 2 -

SECRET

50X1-HUM

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3. Port Situation

Commercial. Very little activity; [] ship, moored at the south side of the grain elevator pier, loading grain for China. 50X1-HUM

Expansion Program. According to reports, the extension of the outer breakwater has been planned and, perhaps, the construction of a groin further to the north, at right angles to the coast and leading toward the head of the extended breakwater. Then, the enlargement of the port would be carried out, providing it with new docks and additional mechanized equipment.

4. Naval Vessels. In port were 3 or 4 small naval vessels [] 50X1-HUM

The floating dock, moored inside the basin, was occupied by a naval vessel, believed to be the same kind as those moored at the dock. 50X1-HUM

A motor patrol boat stayed at the head of the outer breakwater.

[] was a warship, which/smaller than those later seen in port, left the port. This ship attracted attention because of the great size of its radar equipment which was "out of proportion" to the size of the vessel [] 50X1-HUM

describing this vessel [] the attached sketch:

Funnels: one, a little distance away from the bridge, tall and cylindrical.

Masts: one, on the flying bridge, or so close abaft as to appear part of it.

Silhouette: straight bow, step between bridge and funnel, elliptical stern (tugboat type).

Armament: a small, unshielded cannon forward and perhaps a machine gun in position on the stern.

SECRET

50X1-HUM

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Radar: Navigation radar on a short support at the forepart of the flying bridge.

Large "detection" radar, with metal net antenna on the flying bridge mast, behind the aforementioned radar.

Large radar comprised of a hemisphere of flat metal (not metal net), fixed on a tripod abaft the funnel. This whole device exceeded the height of the entire structure of the command bridge.